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The *SENIOR PATTERN ASSOCIATION*

Official S I G (Special Interest Group) of AMA

Dedicated to the building, flying and competition of vintage Pattern model aircraft

SPA NEWSLETTER

JAN/FEB 2010

**SENIOR
PATTERN PILOTS make SMOOTH PASSES !**

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2010 NEWYEAR RESOLUTION

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**" I RESOLVE TO FLY MY SPA GAS
MODEL AIRPLANES MORE THAN
LAST SEASON"!!
MAY YOUR 6'S BECOME 10'S**

**HAPPY NEW YEAR
BETTERN ITS' BEEN,
IN TWO THOUSAND TEN!!!**

TENTATIVE 2010 SCHEDULE

Feb.6 & 7-Indian River Kontrol Soc. , FL VR/CS & SPA (Richard Ernst)
teamvortexracing@yahoo.com Confirmed
March 27th-28th Prattville AL (CD Jamie Strong) jstrong499@charter.net
April 17th-18th Cullman AL. (CD Steve Byrum) stevebyrum@bellsouth.net (Confirmed)
May 15th-16th Hodges (Cass Underwood Memorial) CD Dan Dougherty
globalrc@mindspring.com
June 12th-13th Hotlanta (CD John Baxter) rjbaxter2@comcast.net (Confirmed)
June 26th-27th Antique contest Hotlanta (CD Dan Dougherty) globalrc@mindspring.com
July 17th-18th Asheville N.C. CD (Will Hicks) cd@aeromodelers.org
August 21st-22nd Chattanooga TN. (CD. Mike Robinson) mike@robinsonfamily.us (Confirmed)
September 18th-19th Alabaster AL. (CD Mike Williams) jmikewilliams@bellsouth.net
October 9th-10th Knoxville TN. (THE MASTERS)
(CD Dennis Hunt) zimpro@comcast.net(Confirmed)
November 6th-7th Antique Contest Birmingham, AL (CD Frank Comer) fcomer84@aol.com



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FOUNTAIN CITY FLYERS 1st SPA ANTIQUE PATTERN CONTEST

PRATTVILLE, AL ...Weather was "purrfect"

The caption refers to the excellent weather the weekend of Nov. 7 & 8, 2009 at the Fountain City Flyers lovely flying site near Prattville, AL. CD Jamie Strong was very grateful and expressed strongly our appreciation to the Chief as he led the opening prayer at the Pilot's briefing Saturday morning. Try 75 on Saturday and 78 on Sunday. Variable winds, mostly from the East presented very little challenge except for one of the two Sunday morning rounds when it was a bit brisk.

Six full rounds of Antique pattern were flown, four on Saturday and two on Sunday morning with departure after a tremendous awards ceremony shortly after noon Central Standard time. The contest flowed like a mountain stream in the Smokies and just as delightful. Jamie and the FC FLYERS are "masters" at hosting such an event and their facilities are just the "greatest"!

Fifteen antique model fanciers participated....8 in NOVICE, 2 in SPORTSMAN, 3 in EXPERT and 2 in Senior EXPERT. ALL received photo awards that not only were framed and mounted on neat certificates, but included the State of Alabama flag. Your reporter was quick to point this out to pilots from other states, including Dr. Charles Gray who drove from north of the MD line 8 hours to participate. Wait'll you see his score. He flew his P-Shooter powered by a 2 S engine.

There were lots of photos taken (to be shared shortly)...but, your reporters camera battery lacked enough charge to flash a shot (very candid) I intended to include. Darn, why do malfunctions occur when you most want them to work properly. Friday afternoon, I had just shot a few pix at the practice session when I whirled around and Dave Phillips III was bending over fueling his model.....and....his shirt had pulled up and his blue jeans down, to plainly reveal the posterior canyon. I got close and pushed the shutter button, but SHUX, no picture. His mom saw what I was doing and restrained her laugh until we both couldn't hold our giggles any longer. Little Dave then realized what we were up to and we all had a good laugh as he tightened his belt about 2 notches.

Daddy Dave was practicing a bit on Saturday afternoon after round 4 and before the Catfish House bash....and his 35 year old Lanier Caprice (used to be called "Rubber-Ducky") literally, using his words, "exploded" when the covering material loosed itself from the foam core. He said the pieces just "kept raining down" as they retrieved the fuselage part that cultivated a neat hole in the turf at the Prattville field.

Mike Williams, Ray Kunert, Bob Owens, Dan Dougherty, Charlie Johns (I know I am Leaving some out, apologize)....took care of the

scoring and running with no delays. Saturday afternoon it was pizza and soda pop at the field....and what a good gathering at the Catfish House on Saturday night. Good food, good fellowship all at a very modest price.

One of the showpieces displayed during the weekend was the original DADDY RABBIT TEN....built and flown by former Pattern Champ Jim Whitley. It was obtained from Whitley by Chuck Goodman, given to Jamie Strong, who in turn gave it to Mike Williams who refurbished it beautifully. (See Photos) Thanks for sharing it with us, Mike. Mike refinished it with PPG Concept. Originally, was K & B Superpoxy.

At the huge awards ceremony, raffle winners (4plan sets and wing core set) were:

Dr. Charles Gray (won Compensator cores and gave to Julio Arrieta.)
 Dan Dougherty (won twice, 8 plan sets and two sets of wing cores)
 John Hancock – Jeff Owens, Julio Arrieta , Mrs. Dave Philips.
 (Mrs. Phillips said, "aha, Dave's Christmas present")

One "first-timer" graced our association with his entry, welcome to Mr. Bill Brewster who is in the Dalton club with Mike Robinson. He jockeyed that Astro-Hog like he had been doing this for years. He brought some home raised peanuts, parched, and shared, yum-yum. Hard to quit those things, isn't it!

What a delightful weekend! Fountain City Flyers, it couldn't have been any better than this. Jamie dismissed with "thanks for coming ya'll, especially you folks who drove so far, like from Indiana, (Doc Gray)we're already looking forward to one of the early meets right here at this lovely field come spring. Like Ma used to say "Son, don't be a-wishin' yore life away"....but in this case, I can hardly wait!



**Mike Williams' DADDY -
 RABBIT X**
 From Jim Whitley to Jamie
 To Mike, who refurbished.

Above DADDY RABBIT X is equipped with Dave Brown retracta, a JETT 61 2 stroke engine, and JETT muffler. POWER PROP (wood).



Beautiful FALL week-end in South Central Alabama



Jeff & Linda Owens & Jeff's Graupner Kwik Fly III



"Coach" calls for John Hancock



Ron Underwood and KWIK-FLY III



Garry Singleton's Kwik-Fly III
9 lb. 6 ozs.
Evolution .61 2S



CATFISH HOUSE FEAST SAT. NIGHT YUM—YUM



Briefing



Raffle Winners

HOW I COVER WITH MONOCOTE – By: Dan Dougherty

Part 1

How I cover will take a lot of typing so I'll do it in parts.

I'll begin with supplies:

Two Monocote brand Irons, one with a cover, one without.

Two Trim irons, one Monocote with the bare flatiron tip and one Coverite with the roundish black teflon foot.

One heat gun.

One ball point pen that writes so easily that it will write on Monocote without pressure.

Rubbing alcohol

Quart of MEK from the paint dept of Home Depot

Two 1x4 sanding blocks at least 11 1/2 in. long, one with expensive gray 80 grit from Home Depot and the other with standard fine grit. Sandpaper sheets begin 1/4 inch on an edge and wrap smoothly around the whole block, back around to the edge. Trim with only another 1/4 inch so there is no overlap or rough edges.

Can of artist's spray mount to glue down the sandpaper.

One ADC mini sander with fine open coat paper and RUBBER INNER PAD.

36 in. aluminum ruler

Aluminum triangle, Sig Mfg.

36 in X 24 in Friscars self healing pad (Walmart sewing dept)

No. 1 Xacto with No. 11 blades.

Scotch Magic Mending Tape.

Broad strokes:

I use Monocote whenever possible. It lasts.

I do not seal the wood surface with anything. It must breathe. The monocote must be stuck everywhere and sealed pores keep it from evacuating the air from under the film.

I work and stretch from the center out no matter how big or small the area. Monocote stretches more than it shrinks. As you iron it down the monocote grows. If this piece goes on badly.....TAKE IT OFF.....dont bury it because the next piece, if it is in order will force you to keep the bad on.

Cover from the bottom up like shingles. That way in the sun you do not see the seams.

Mark out a trim line with a pen. Iron with the line as a guide and remove the pen line with a wipe of alcohol.

The color/stickem from the Monocote can be cleaned up with MEK. It is the solvent for sealing the edge and the cleaner for the iron and plane where it squeezes out.

Part 2:

First the model must be FLAT or round as appropriate.....smooth comes later. Use the 80 grit sanding block. Now the sanding block is a GOOD, flat piece of hardwood, not a scrap of pine cutoff. Use the expensive(\$5 for 3 sheets) gray sandpaper from HD(Home Depot). Use your heat gun to warm up the worn out paper and it will peel off your nice sanding block. Don't waste time with a worn out sheet of sandpaper. The good stuff is good for a couple models per sheet and the grit does not roll off and imbed itself in the balsa. Spray mount a new sheet carefully fit it back onto the block. Watch the corners. If you let it get slack you will make ridges that will scratch deep gouges into the balsa.

Stay away from filler. Monocote likes to stick to balsa, not filler. If you have dented it, spray on Windex to the crushed spot, run the naked sealing iron over the dent and watch the dent move out. If it has any size cut a little plug, glue it in and sand it even with the surface. Try to stay away from filler. The filler busts right through the color when you iron it and it shows right through the clear mylar film of the Monocote.

Watch the direction of shaping with the sanding block. The block rests lengthwise of the wing and lengthwise of the fuselage....ONLY...no exceptions. If you are "hogging" off a lot of material you may go crossgrain, then grain wise. Then switch to the fine block and when everything is finish sanded with the ADC mini sander....always sand grain wise, never crossgrain on the final sanding.

After you cover, the bumps will show in the gloss of flat surfaces. Make sure they are flat first, then smooth. That means sand the sides and bottom of the fuse, the sheet rudder. Don't assume it is flat because it is a piece of sheet.

Use the straight lines of the model to work for you when you sand. Only part of the tip blocks and the nose is compound curved. Everything else is a variation of a simple curve. Take out a can of vegies and a straight edge. Lengthwise it is a series of straight lines. A wing, a stab, a fuselage top block is a simple curve. Use it by running your 1 foot sanding block lengthwise. The straight line is in the block...translate it to the model.

Now vacuum off the model. If you have it, blow the surfaces off with high pressure air. You want all the dust out of the pores. Dust will fill the stickum of the Monocote and keep it from adhering to the surface. I do not use a hole roller. That makes the smooth surface rough.

Next part, actual use of Monocote!!!!!!

Part 3

I'm a fan of pre-cutting anything I can. I stretch out a strip of film on the cutting mat and tape it down with 3M Magic Mending tape. I can write on the Magic Tape. So I mark off graduations for stripes and pinstripes on each end and use the aluminum ruler on the graduations to ake nice pinstripes.

I also cut about 1/2 inch strips to do the corners. Before you cover anything you have to do the little corners that otherwise will show wood when you cover. For example, the corner at the juncture of the wing TE and the tip block. The covering will leave two little triangles of bare wood if you don't do them first.

Next I do the inside angles of the stab to the fuse and the rudder to the fuse. Again a 1/2 inch strip will give you a 1/4 inch on each side of the joint. I use a bare iron or trim iron, really hot to burn it in there. That way there are no "holidays" (bare spots) at these junctures.

Remember to keep your irons FLAT....balsa is soft and you can ruin all your good work by pressing a divot or crease into the soft wood.

I didn't mention two pair of scissors and a sharpener. I use a full size set of Friscars and a really pointed set of 5" Friscars and sharpen them often with the little Friscars sharpener. I seldom actually cut by operating the shears. I cut by pushing the shears along the cut line, using the part as a guide and angle it to get the extra I need to wrap around or overlap.

For example lets cover the bottom of the fuse. I hack off a piece a little too big and iron it from the center out with the iron with a sock on it. Tension is on the monocote as you work out from the center, ironing everything to the wood. We have not done anything but the flat. Now we have to wrap around the edge to the side. Grab the excess and hold on with one hand and push the open shears down the side, gently dragging the lower blade of the shears along the fuse side. Angle the shears away from the edge to give you the amount of overlap you need to wrap around.

Bingo! You get a clean smooth even edge instead of a hacked up edge from cutting. This will be buried but it will be smooth and not show.

Now the most important part....do not iron the edge lengthwise....you'll get wrinkles. Use the same iron and go perpendicular to the edge, rolling the flap around the edge, one iron width at a time. Takes longer than going edgewise but doesn't give you wrinkles.

Cover everything from the bottom up, just like shingles. That way you overlap from the top down...hides the seams. Now when you do sharp edges like the back of the stab where the elevator is hinged, do the flat then heat and pull the film around the sharp edge, otherwise you get a small bag at the edge.

To do tips and other compound curves there are only two "secrets". One is heat the monocote above the wood and PULL it around the curve, stretching the film. YOU GET MORE STRETCH THAN SHRINK FROM MONOCOTE !

The second "secret" is when you have stretched as much as you can and start to get the little wrinkles...QUIT. Go on to the next piece. When doing tips you can pull the bottom way past the half way point and the top will stretch well over the bottom with no wrinkles.



Editors' DADDY RABBIT I
Antique model constructed
& covered by Dan D

SPA DIRECTORS UNANIMOUS ON “ELECTRIC” PROPOSAL BY FOUNDER EMERITUS

On December 4, 2009 the Board of Directors concluded an e-meeting.

A motion was made by board member Mickey Walker to remove electric powered aircraft from SPA competition. Board member Ed Hartley seconded the motion.

The motion was passed unanimously by a vote of seven members.

There being no further business before the board, the meeting was adjourned.

Mike Robinson, Secretary/Treasurer

The Senior Pattern Association

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As a result of the above action..Phil Spelt, COMPETITORS GUIDE author says, “the ADDENDUM below should insert into the 2009-10 GUIDE page 1 replacing c. **Aircraft/Engines**”

c. Aircraft/Engines: A listing of known approved aircraft is available for Regular Pattern and Antique Pattern. Any model which meets SPA standards is eligible, even if not on this list. The contestant is responsible for documenting the model to SPA if it is not on the list. Retractable landing gear is not legal. Flaps may be used only if on the original plans. A proper muffler must be used, but not tuned pipes. Pumps may be used, but no air chambers or oversized carburetors. Additional specific requirements by pattern event are:

(1) Regular Pattern

- (a) Any side exhaust two-cycle engine up to .61 cubic inches.
- (b) Any four-cycle engine up to .91 cubic inches with no air chamber or super charging of any kind.
- (c) Any model aircraft designed and flown before January 1, 1976.

Contest Directors for 2010 events will be provided “hard copies” of the above addendum for 2009/10 GUIDES.

2010 Southeastern Model Show Perry, Georgia

The Senior Pattern Association will be at the “Perry Show” again in March. The dates are March, 5th and 6th and is at the Georgia National Fairgrounds. This year we have three tables in the McGill building. The McGill building is the first building that most people visit, and you may recall that Hodges Hobbies shows in that building. The Senior Pattern tables are located at the entrance closest to the main entrance gate. We will have good visibility at these tables.

The SPA will have special handouts during the show, and as usual, it will serve as a meeting place for the SPA gang. Be sure to stop by and visit!

For further information about the Southeastern Model Show you can visit this web site.

<http://www.gamarc.com/georgia.html>



“AHA, that’s where the “cookie-jar” money went last year, that darn model airplane “thingy” down there in southern Georgia. You better bring me something back, ya’ heah?”



MOVING UP BY CHRIS GREGORY

ED note: Chris flew so well at his initial NOVICE contest, in 2007, He was inspired to "move-up" to SPORTSMAN at the ensuing contest and continued to win season points and awards.

MOVING UP By: Chris Gregory

I feel your pain with regard to the jump to the SPORTSMAN maneuvers. When I felt pressured to move out of novice and into sportsman, it was a huge undertaking and one that required a TON of practicing, and perhaps most important of all... some quality time with Coach Underwood and crew to get my plane a bit more ready for the Sportsman sequence.

The main trim changes that I had to do pertained to knife edge flight. Moved the CG back even further than it already was on the Intruder (think I wound up 3/4" behind the main gear), and a very minor program mix that induced a small (very small) amount of down elevator once my rudder deflection hit about 70%. I think moving the cg back just a hair more may have eliminated the need for the mix, but I never tried it.

Once the plane was pronounced "as good as we can get it" for my plane, the real work began in earnest. I got several gallons of fuel, a shopping cart full of Mountain Dews for the ice chest, and went out and started working on rolls. I understood that a proper horizontal roll does not happen by banging the aileron stick over to the left or right and waiting for the roll to finish. A proper roll must be "flown through". Just as you fly through a loop (rather than just pulling up elevator and holding on) you must also learn to fly through the roll.

Rather than start working on 3 horizontal rolls, I decided to work on a slow roll. This roll, more than any other will teach you the art of flying through the roll. To say I worked on the slow roll is a bit of a stretch, because what I actually did was more like practicing straight inverted flight. I pulled the nose up a bit, and did a somewhat slow roll to inverted, hold the inverted, then roll back to normal flight. My roll to the inverted position was not "deathly slow", but very "laid back and smooth". As I got comfortable rolling from upright to inverted smoothly and flying the inverted portion, I started working on my smoothness rolling out of the inverted portion back to normal upright flight. Before long I was shortening the length of time spent inverted, and simply started doing the roll as 1 continuous roll rather than hesitating in the inverted position. This practice proved valuable because I was actually working on 2 new maneuvers at the same time. *Straight inverted flight, and the slow roll.* By the way... rolling to inverted and then back to upright is 2 points of the 4 point roll, so my practice was technically beneficial toward 3 new maneuvers.

With the slow roll starting to look decent, I started working on 3 horizontal rolls. This maneuver is very scary and as you have indicated, can get out of hand in a heart beat! One thing that really helped me on this was Coach's suggestion that I set up a low rate aileron switch for the 3 rolls so that I could just peg my ailerons, and then worry about the elevator and timing. If the roll rate is too fast (and 99% of the novice flyers are rolling way too fast) it is just too easy to get out of timing with the elevator. With the roll rate too fast, you wind up being late on the down elevator, then you hold it in too long and by the time you enter the 2nd roll you're already heading toward the ground. This almost happened to me at the Gadsden contest in 2007 when I somehow managed to push hard down elevator just in time to pull (technically "push") Trudy out of the big bad pine trees before she took out half of the "Kidd Field National Forrest".

One day, Cass Underwood boasted that he never used ANY down elevator during his 3 rolls. I called him on his claim and he proceeded to demonstrate his 3 rolls. To make a long story short, he did have to use just a smidge of down in the inverted position to keep his line level and not down hill. I learned a very valuable lesson though... it takes VERY LITTLE down elevator to keep the 3 rolls level. By very little I mean... really very little! I don't think his stick moved more than 1/16 of an inch. The whole key to his ability to do 3 rolls with "practically" no elevator was that he started by making sure that his nose was ABSOLUTELY not pointed down even by a millionth of a degree. Read into that whatever you want, but make sure you understand that if you start 3 rolls with your nose down (even a very little bit) you will wind up introducing your plane to the ground shortly thereafter. Another thing to remember is that speed is your friend on all of the rolling maneuvers. The faster the plane is traveling, the less control input is required to keep it on line.

Remember boys and girls... smart pilots begin practicing their new rolling maneuvers by pulling the nose up prior to starting the roll. As you progress and get more comfortable with flying through the rolls, you can start reducing the amount of "nose up" needed for insurance, and eventually be able forgo the nose up all together.

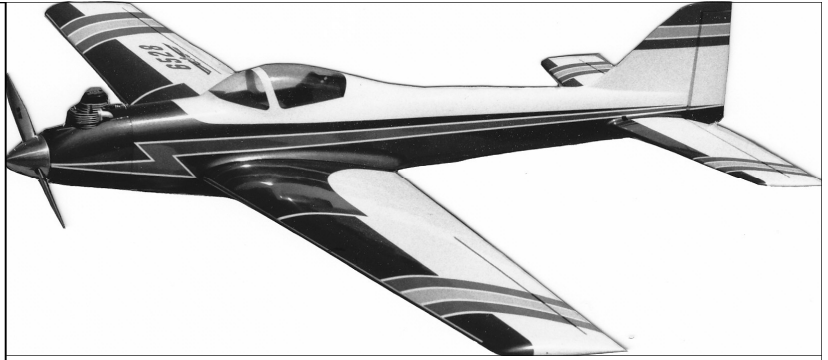
Long post already, and there is still the knife edge flight and 4 point roll to talk about. Let's let em go for now.. learning straight inverted flight, slow roll, and 3 horizontal rolls is a lot to chew on, and hopefully these steps that helped me will help you as you begin your journey into the deep end of the aerobatic pool. I'm not sure I'll ever be able to play on equal footing with Coach or Jerry Black... I think these guys came out of the womb knowing how to fly rolling maneuvers! The rest of us mortals will just have to keep hacking away at it.

Chris's World Models INTRUDER





Recall seeing and reading the MODEL AIRPLANE NEWS publication pictured to the left about the “two-time” Nats winning TIGERTAIL designed and flown by Ron Chidgey? A beauty and such an excellent performer both then and now. Ron’s recent membership and participation in SPA competition has led to his “rebirth” of this delightful model as a “cores and plans” combo.



TIGERTAIL 4S above original 1.2 Enya 4S power. 4S Pattern Pioneer.

At the Andersonville, GA and the MASTERS contest 09 in Hotlanta, GA, your author (flying my TIGERTAIL built from MAN plans) questioned Ron about perhaps reliving the past and manufacturing a “shortkit” or at least foam cores and plans for a TIGERTAIL that could be flown in SPA pattern competition. As of December 8, 2009 I had heard “rumblings” of his following through on the rumor, so, being up against the deadline for this publication, I e-mailed Ron and inquired about the project. At the same time I enclosed a photo of my TIGERTAIL with a closeup of the fillets on it which I had admired on his original TTs in the day and asked for the “real” reason for them as I had simply added them because I liked the looks of them. He responded (cut and pasted)

The Tiger Tail 4 project is coming along. The CAD drawn plans are finished and I have wing and stab cores available. I'm still looking for a WW II type canopy the right size. I may have to carve a plug and have some pulled to get the right one. I'm also thinking about having some parts laser cut for a short kit.

You asked about wing fillets. I'm sure wing fillets reduce drag a relative small amount so if you want to go as fast as possible they are worth the effort. That's probably why I used them back in the 70's, but now it's only for looks. I have an easy method for doing fillets that I can cover in another note.

I have already started building my TT4. The wing and stab are sheeted. I just need to add tips and do the final sanding. By the way, I'm building mine with a plug in adjustable stab. It really helps in the flight trimming to be able to make minute adjustments in the decalage. It adds a little weight, but in the tail where it's usually needed anyway. RON



Ron Chidgey, Pensacola, Fla., winner of the '71 and '72 Nationals Pattern events, was a member of the U.S. team at the 1971 RC World Championships where he placed 7th. Chidgey will be flying his own design "Tiger Tail" which is produced as a kit by Southern R/C Products and plans for which also appeared in Model Airplane News. He is the Sr. Engineering Specialist at Monsanto Textile Co.

Don Downing, Eufaula, Ala., won 19 years in aeromodeling to fly the "Intruder", Kirkland, produced Hobby World and at Model Airplane News employed as a service RC industry.

At the left is a photo reproduced from the one that was inserted into the 1972 RC MASTERS TOURNAMENT in Huntsville, Alabama. Your author was taping the sound and interviews for a film of the event by AMA.

Ron won a place on the team U.S. with this model which he powered with a WEBRA .61 2S with a Silence-Aire muffler strapped to it, turning a Top Flite 1 1/8 prop using Cox Blue fuel with TRC. His radio was a single-stick Pro-Line. This model was constructed of balsa and foam with that famed Southern RC product GATORHIDE. The finish was a combination of AeroGloss, DuPont and Martin Senour paints.

Ron's website for his products and the core and plan sets (hopefully soon some shortkits) is:

www.scratchbuilderwarehouse.com

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INTRODUCE A “FLYING BUDDY” TO THE FUN AND FELLOWSHIP OF SPA MEMBERSHIP, FUN, FELLOWSHIP. TAKE HIM THE MEMBERSHIP APP ON PAGE 8 OF THIS PUBLICATION. (MAKE A COPY, SAVE THIS NL).

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